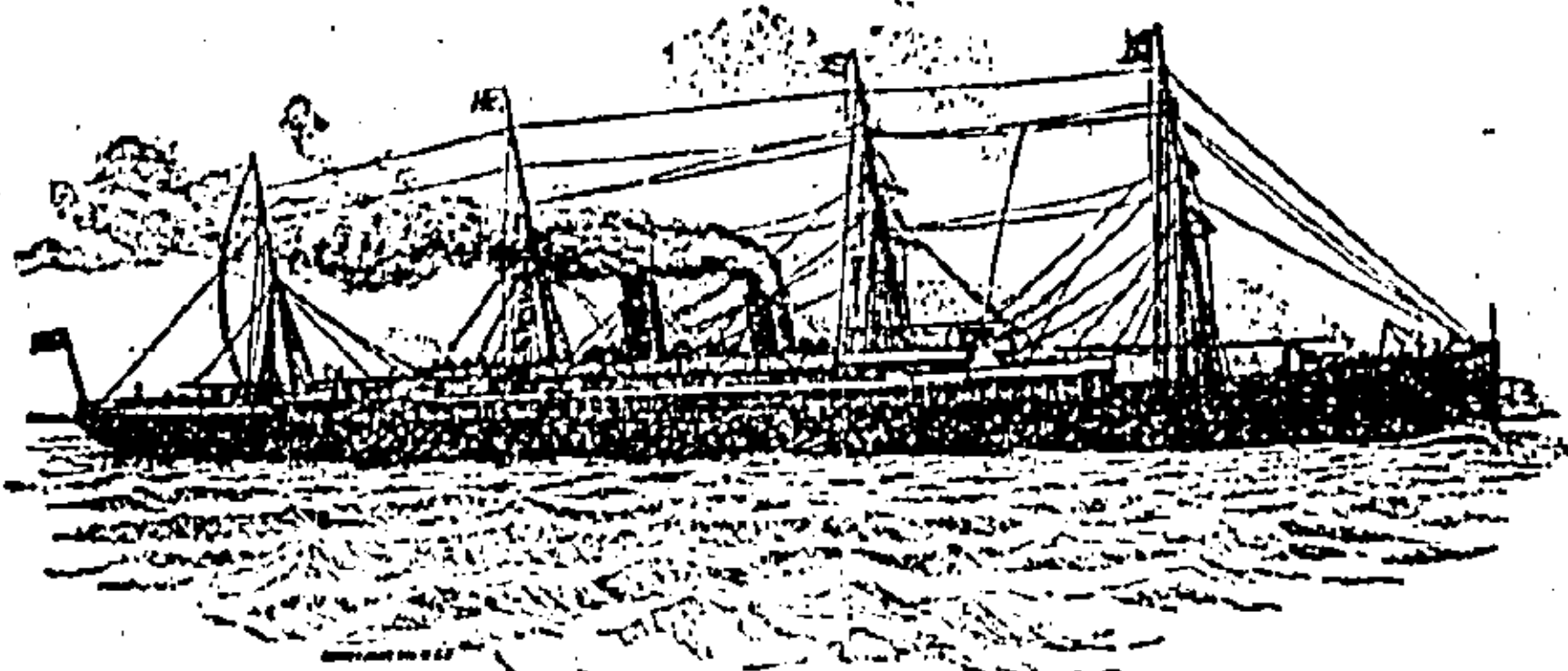






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"COPTIC" ..... SATURDAY, 25th April, at Noon.  
"AMERICA MARU" ..... TUESDAY, 6th May, at Noon.  
"KOREA" ..... FRIDAY, 13th May, at Noon.  
"HONGKONG MARU" ..... SATURDAY, 30th May, at Noon.  
"CHINA" ..... SATURDAY, 6th June, at Noon.  
"DORIO" ..... TUESDAY, 16th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 11th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

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"TARTAR" ..... 4,425 " ..... WEDNESDAY, 6th May.  
"EMPERESS OF JAPAN" ..... 6,000 " ..... WEDNESDAY, 13th May.  
"ATHENIAN" ..... 3,882 " ..... WEDNESDAY, 27th May.  
"EMPERESS OF CHINA" ..... 6,000 " ..... WEDNESDAY, 3rd June.  
"EMPERESS OF INDIA" ..... 6,000 " ..... WEDNESDAY, 24th June.  
"EMPERESS OF JAPAN" ..... 6,000 " ..... WEDNESDAY, 15th July.  
"TARTAR" ..... 4,425 " ..... WEDNESDAY, 12th July.  
"EMPERESS OF CHINA" ..... 6,000 " ..... WEDNESDAY, 5th August.  
"ATHENIAN" ..... 3,882 " ..... WEDNESDAY, 12th August.  
"EMPERESS OF INDIA" ..... 6,000 " ..... WEDNESDAY, 26th August.

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SUBJECT TO ALTERATION.

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SAMBA	HAYRE and HAMBURG.	21st April.	Freight.
Schmidt	(Calling at SINGAPORE and PENANG).		
SERBIA	HAYRE and HAMBURG.	5th May.	Freight.
Deinert	(Calling at SINGAPORE and COLOMBO).		
SAXONIA	HAYRE and HAMBURG.	19th May.	Freight.
Brehmer	(Calling at SINGAPORE and PENANG).		
SEGROVA	HAYRE and HAMBURG.	2nd June.	Freight.
Forck	(Calling at SINGAPORE and COLOMBO).		

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 14th March, 1903.

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Hongkong, 14th May, 1903. 138

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AVOID ALL RISK OF OUTBREAK BY  
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modious Premises, to eclipse, as heretofore,  
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MACAO.

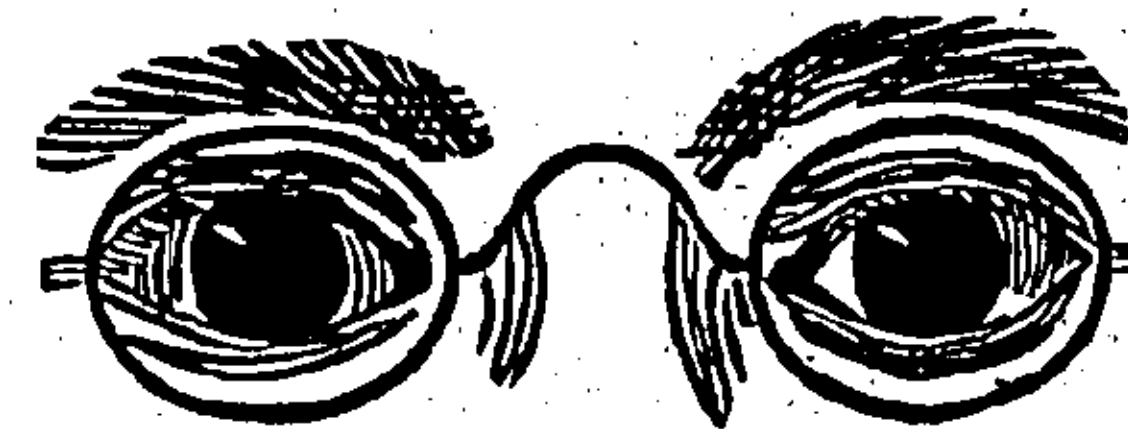
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GOVERNMENT ASSESSOR.

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## THE ORIGIN OF APRIL FOOLS' DAY.

April fooling is an older pastime than many suppose. The theories as to its origin are numerous, but one of the best is that which an American periodical quotes from a French chronicle.

It had been the custom in France for centuries to make certain presents to magistrates, land owners, and persons in authority on the first day of the year, which fell on what, in the new style of reckoning, would be the first of April. In the year 1563 a new calendar was adopted in France, and the New Year's festivities were moved back to the first day of January.

When, on January 1st, 1564, the lords and gentlemen prepared to reap their harvest of good things the vessels refused to disgorge, alleging that according to ancient usage their gifts were not due until three months later. In this they were sustained by the decision of the court. So the feudal lords waited, and three months after, on April 1st, again emptied their poultry yards and corn bins that they might have room for the New Year's gifts of the vassals.

No vassals came, however, and when bailiffs were sent after them, re-refused by warrants, the vassals met the officers with the statement, sustained by another judicial decision, that inasmuch as April 1st was not the beginning of the year the lords could not collect the first successful uprising of the vassals against the landlords, although it could hardly claim to be the first fool's errand.

Peter the Great of Russia fooled his people in 1719 by erecting an immense pile of wood, garnished with tar and other inflammable materials on an open square in front of his palace in St. Petersburg and setting fire to it early in the morning of April 1st. As the flames shot up, it looked from a distance as if all the palace, and indeed the entire city, were in flames. People came hurrying from all sides, some of the peasants travelling miles in their sleighs to help put out the fire. When they reached the scene of the conflagration they were met by troops, who greeted them with the cry, "Muttonheads and donkeys, fall back, by order of the Czar! Can't you understand that the 'Little Father' has fooled you? This is the first April!"

A sovereign who attempted to repeat this stupid joke fell a victim to his own humour. In 1746 Count Ulf von Thun set fire to a wooden tower on a mountain near his castle the night before April 1st. The flames could be seen for many miles, and thousands of people came from Bohemia and the neighbouring provinces of Saxony to offer their services. The count had a good laugh that night, but a few months later one of his best forests caught fire, and the peasants refused to help put the fire out on the plea that they were tired of being fooled.

## THE CUSTOMS HOUSE IN ANCIENT CHINA.

Under the heading "The Trade at Ma'go Polo's 'Zaitun,'" Professor E. H. Parker contributes an interesting article to the *American Asiatic*. In the course of it he says that according to Mongol history, Customs taxes on foreign trade began during the Han dynasty and in the Canton region. The Sung dynasty many centuries later established Commissioners there, and also in the Ningpo ports. Kublai Khan's charges were fixed at 10 per cent. on fine goods and 6 per cent. on coarse, and in 1277 there were Mongol Customs at Ts'uan-chow, Shanghai, Ningpo, and Canfu; but Shanghai then city was not divided off from Hwa'ng-hien until 1291. The Customs and salt taxes of Chang-chow were then a mere branch of the Foh Kien collectorate. In 1293 a number of complicated rules about contraband and differential duties were framed, and Wenchow and Hangchow are added to the above list amongst those enumerated as Customs stations. In 1295 mention is made of trade with Maabar, which Professor Parker thinks may be Penang, and also a place the nearest definition of which in the Chinese characters "Vantalan," which does not seem to occur elsewhere in Mongol history. In 1308, after a period of prohibition on account of smuggling, an establishment—the Chinese ideograph for which cannot be translated into modern phraseology—was organized to superintend the Customs; and, after several capricious changes, three of them were established at Ts'uan-chow, Canton and Ningpo.

In 1281 mention is made of trade taxes on goods transhipped at Ts'uan-chow for other places, in addition to the percentages (apparently in kind) levied as import duty. Mention is made in 1288 of pirate raids at Ts'uan-chow, officials from Foochow and Chang-chow being ordered against the rebels. In the same year Cantonese pirates attacked Chang-chow; there was a revolt, and what were evidently Customs offices were established—once more—at Hangcho, Shanghai, Canfu, Wenchow, Ningpo (K'ing-yuan), and Ts'uan-chow, with differential duties in favour of the latter. Foreign trade, it is recorded, was stopped in 1350; the Customs offices having apparently been closed in the meantime, but in 1352 they appear to have been re-established at Ts'uan-chow, K'ing-yuan, and Canton.

Many other interesting facts are interwoven with the article, which is punctuated throughout with Chinese ideographs. It is difficult, therefore, to do justice to it; but the above extracts will, we think, be of interest.

The Dallas Company have had rather a good season at Colombo, which they left on the 12th ult. for a season at Bombay. After a fortnight there the large company will break up. Mr. and Mrs. Dallas, Miss Nellie Curtis, Kate Overton and Grace Desmond, with Messrs. Phil Cullen and W. Kent. Only will return to England and Mr. Dallas will bring out a new troupe to perform at Calcutta in November. Mr. Percival Knight and the larger portion of the rest will tour a few hill stations as No. 3 Dallas Company. Two Ceylon people, Mrs. Warburton and Mr. E. Cochrane, will go with this troupe.

ASK FOR ASAHI JAPANESE BEER—G. G. G. G.

## Notices of Firms.

## NOTICE.

MR. WILHELM SCHMIDT has been authorized to sign our Firm per Procuration from This Date.

JESSEN & CO.  
Hongkong, 30th March, 1903. [4000]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

## NOTICE.

DURING my TEMPORARY ABSENCE from the Colony, Mr. R. J. MACGOWAN will act as SECRETARY of the above Company.

By Order of the Board of Directors,  
EDWARD OSBORNE,  
Secretary.  
Hongkong, 28th March, 1903. [388c]

THE "STAR" FERRY CO., LIMITED.

## NOTICE.

DURING my TEMPORARY ABSENCE from the Colony, Mr. R. J. MACGOWAN will act as SECRETARY of the above Company.

By Order of the Board of Directors,  
EDWARD OSBORNE,  
Secretary.  
Hongkong, 28th March, 1903. [389c]

## Auction.

## PUBLIC AUCTION

VALUABLE LEASEHOLD GROUND, situated at Corner of CROSS STREET and ALBANY STREET, Victoria, Hongkong.

To be sold by Order of the Mortgagee, in

## ONE LOT,

on FRIDAY, the 3rd April, 1903, at 3 P.M., at his AUCTION ROOMS, DUNDRELL STREET, by

MR. GEO. LAMMERT, Auctioneer.

THE PROPERTY consists of the PIECE of GROUND registered in the Land Office as Section A of Island Lot No. 428 and is held from the Crown for the residue of the Term of 999 years granted by a Crown Lease dated the 3rd day of December, 1855.

For further Particulars, apply to

EWENS & HARTSON, Vendor's Solicitors, or

Mr. GEO. P. LAMMERT, Auctioneer.

Hongkong, 25th March, 1903. [372c]

## Intimations.

## HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of the Members of the above Club will be held in the CITY HALL, on WEDNESDAY, the 15th APRIL prox., at 5 o'clock P.M.

By Order, J. GRANT, Secretary.

Hongkong, 31st March, 1903. [401c]

## WORTH A GUINEA A BOX.

**BEECHAM'S PILLS**

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any FANCY, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 12nd April, 1897.

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, *Hongkong Telegraph Co., Ltd.*

Hongkong, 14th January, 1903.

## CHINESE-AMERICAN

## COMMERCIAL COMPANY,

IMPORTERS, EXPORTERS AND MANUFACTURERS.

CAPITAL, ... \$1,000,000 U.S. GOLD.

HEAD OFFICE: SAN FRANCISCO, CALIFORNIA.

WE beg to announce that the HONGKONG BRANCH of the above Company has been OPENED at Nos. 20 & 21, CONNAUGHT ROAD, nearly opposite Blake Pier.

We are DIRECT REPRESENTATIVES and AGENTS for numerous Manufacturers. We CARRY a varied and extensive line of SAMPLES, and our patrons will find some of distinct advantage when ordering through us.

CHINESE-AMERICAN COMMERCIAL COMPANY, Nos. 20 & 21, CONNAUGHT ROAD.

Hongkong, 24th March, 1903. [403c]

## Intimations.

## THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that GIDEON BALLOCH of Victoria, in the Colony of Hongkong, Merchant, a Partner in the Firm of Messieurs GILMAN & CO., of Victoria aforesaid, has on the 24th day of February, 1903, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:

1. The distinctive device of a copper cash having written thereon the Chinese characters 乾隆通寶 and on either side the Chinese characters 太平洋行 having the square opening in the centre of the said device pierced by two arrows crosswise in the names of William Stewart Young Gideon Balloch and Henry Adolphus Warre Slade of Queen's Road Central, Victoria, in the Colony of Hongkong, carrying on business in partnership under the firm name of Gilman and Company who claim to be the sole proprietors thereof and they disclaim any right to the exclusive use of the added matter.

2. The Trade Mark has been used by the applicant in respect of the following goods, namely, yarns of wool worsted or hair in class 33, cloths and stuffs of wool worsted or hair in class 34 and in class 35 woolen and worsted and hair goods not included in classes 33 and 34.

A facsimile of the above Trade Mark can be seen at the Office of the COLONIAL SECRETARY of Hongkong and also at the Office of Messrs. GILMAN and COMPANY, Queen's Road, Victoria, Hongkong.

Dated the 17th day of March, 1903.

WILKINSON & GRIST, Solicitors for the applicants.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that GEORGE BRUSSE, of Victoria, in the Colony of Hongkong, Commission Agent, has, on the 25th day of November, 1902, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:

1. The distinctive device of a Bay and the figure of a Red Indian with a bow and arrow standing on the beach; on his right are the representations of a bay, a number of trees, a shield with a lion rampant on it and a crown above it. Above the device are the words "Cigar Works," "The Young American," "Dresselhuys and Nieuwenhuysen," "Culenborg Holland," "Purveyors to the Court of Holland."

2. The distinctive device in an oval frame of the bust of a bald-headed European Gentleman with grey whiskers and the words "Mexican planters" above it.

In the Names of CORNELIS WILLEM DRESSELHUYSEN, Senior, WILLEM BERNARD DRESSELHUYSEN and CORNELIS WILLEM DRESSELHUYSEN, Junior, who claim to be the Sole Proprietors thereof.

The Trade Marks have been used by the Applicant in respect of Tobacco whether manufactured or unmanufactured in Class 45.

A facsimile of the above Trade Marks can be seen at the Office of the COLONIAL SECRETARY of Hongkong and also at the Office of Messrs. HOTZ & JACOB & CO., Queen's Road, Victoria, Hongkong.

Dated the 17th day of February, 1903.

WILKINSON & GRIST, Solicitors for the Applicant.

197c]

## THE CHINA BORNEO CO., LIMITED (IN LIQUIDATION).

NOTICE is hereby given in pursuance of Section 130 of the Companies Ordinance, 1864, that a GENERAL MEETING of the MEMBERS of the above-named Company will be held at No. 4, Queen's Buildings, Victoria, in the Colony of Hongkong, on THURSDAY, the NINTH DAY OF APRIL, 1903, at 12 o'clock NOON for the purpose of having an account laid before them showing the manner in which the winding up has been conducted, and the Property of the Company disposed of, and of hearing any explanation that may be given by the Liquidators, and also of determining by EXTRAORDINARY RESOLUTION how the Balance of the 25,000 Fully-paid up Shares of the new Company to be allotted to the Shareholders of this Company, being the Fractional Shares of such 25,000 Shares, shall be dealt with, and the manner in which the Books, Accounts and Documents of the Company, and of the Liquidators thereof shall be disposed of.

Dated the 6th day of March, 1903.

Witness to the Signatures of

ALEXANDER GEORGE WOOD, CHARLES STEWART SHARP, and JOHN THOMAS WHEATLEY

JOHN HAYS, Solicitor, Hongkong.

286c]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that NIGHT FIRING will take place at Stonecutters' Island from 7 P.M. to 9.30 P.M. on FRIDAY, the 3rd April, 1903.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 31st March, 1903. [402c]

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week ..... 5 2/3  
One month ..... 7 2/3  
Two months ..... 13 00  
Three " ..... 20 00  
Six " ..... 37 50  
Twelve " ..... 73 00  
No charge less than one dollar.

Discount allowed on—  
3 Months Contracts ..... 5 per cent.  
6 " ..... 10 "  
12 " ..... 25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER, HONGKONG TELEGRAPH CO., LD. 1, Ice House Road, Hongkong.

## Mails.

## NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAMAKURA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 4th April, at Daylight.
H. Petersen	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 7th April, at 4 P.M.
TOSA MARU	ROMBAY, VIA SINGAPORE and COLOMBO	WEDNESDAY, 8th April, at 4 P.M.
M. Yagi	MOJI, KOBE and YOKOHAMA	FRIDAY, 17th April, at Noon.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 17th April, at 4 P.M.
KINSHU MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 18th April, at Daylight.
F. L. Fyne	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 21st April, at 4 P.M.
INABA MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 21st April, at 4 P.M.
W. Bainbridge	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 22nd April, at Noon.
HIROSHIMA MARU	KOBE and YOKOHAMA	FRIDAY, 24th April, at Daylight.
KAGA MARU		
Geo. Anderson		
KASUGA MARU		
H. Fraser		
SADO MARU		
S. J. C. Parsons		

and Europe, in connection with the GREAT NORTHERN RAILWAY, and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th March, 1903.

## COMPAGNIE DES MESSEGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 7th April, 1903 at 11 A.M., the Company's Steamship "SYDNEY," Captain Blanc, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 6th April, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th March, 1903. [1004c]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

## PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Olympia	2,837	J. Truebridge	April 8
Tacoma	2,812	A. Dixon	April 17
Shamoun	9,660	W. M. Smith	May 21
Platania	3,753	F. G. Furling	May 31

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 31st March, 1903. [874c]

## Hotel.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th October, 1902. [1114c]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship



## Intimations.



A. S. WATSON &amp; CO., LIMITED.

WINE &amp; SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SHERRY.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule ... \$12.00 \$1.00
- C. MANZANILLA, PALE NATURAL SHERRY, White Capsule ... 13.50 1.20
- CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule ... 16.00 1.40
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule ... 18.00 1.50
- E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule ... 27.00 2.25

B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of very fine Vintage.

ALL ARE SUPERIOR XERES WINES.

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. Geo. G. SANDERSON, SONS & CO., of London, Oporto and Xeres—

	Per doz.	Per bot.
LIGHT DRY ...	\$16.50	\$1.40
SOLERA ...	24.00	2.00
VERY PALE DRY ...	24.00	2.00
FULL GOLDEN ...	27.00	2.25
PALE DRY NUTTY ...	30.00	2.50
FINE OLD BROWN ...	40.00	3.50

## MADEIRA.

	Per doz.	Per bot.
GOOD ...	\$16.50	\$1.40
FINE ...	27.00	2.25

A. S. WATSON &amp; Co., LIMITED, THE HONGKONG DISPENSARY.

TELEPHONE NO. 256.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE &amp; CO., 祥利廣

17A, QUEEN'S ROAD.

## FURNITURE DEALERS.

DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE.

ELECTRO-PLATED, GLASS, and CHINA WARES.  
PASTEUR'S MICROBE-PROOF FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

## PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN FOR AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th July, 1902. [72d]

CARMICHAEL AND CLARKE, CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. Code, 4th Edition.

Liebig's Standard Code.  
TELEPHONE, 312.  
Hongkong, 20th March, 1903. [355d]

SAN MIGUEL, San Miguel, San Miguel.

NOTICE.  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to the Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$13 per annum.  
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional 1.80 per quarter is charged for postage. The postage on the weekly issue is only a part of the whole is 30 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-five cents.

## BIRTHS.

On 22nd ult. at Bukit Timah Road, Singapore, the wife of H. S. FINCK, of a daughter.  
At Kuala Lumpur, on the 23rd ult. the wife of W. R. GER SANGUINETTI, of a son.  
On the 26th ult. at Glen Ait, Scott's Road, Singapore, the wife of T. SWALES, of a son.

## MARRIAGE.

On the 26th ult. at Batavia, JAN LUBERTUS VAN HOUTEN, Sub-Agent, Netherlands Trading Society, Penang, to MARTIE CAROLINE TAMARA, eldest daughter of Mr. C. De Coutouy, Consul-General for France, Batavia.

## DEATHS.

On 22nd March, at his residence Nissim-Nissim, JOSEPH EZRA, aged 46.  
On the 25th ult. at Bentong or Tras, Pahang, suddenly of rheumatic fever, RALPH KIRKPATRICK PHILLIPS, eldest son of the late Colonel Phillips and lately of the Sarawak Government Service (retired) and of Singapore.

## The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 31, 1903.

## THE CANTON REFUGE FOR INSANE.

In his editorial of the first report of the Refuge for Insane, at Canton, the late Dr. J. G. Kerr wrote, "It is a well-known but lamentable fact that throughout the Chinese empire, during its history of thousands of years, with its vast population and boasted civilization, there has never been any arrangements for the insane except such as could be made in families, or in prisons. Among the better classes, confinement in a strong room, often chained to a post, was all that could be done. With the poor, the unfortunate lunatic was chained to a heavy stone, or to a post in the ground, and his fate was to pass months or years in a close, dark, and damp room with little attention to comfort, or cleanliness, and words of kindness seldom sounded in his ears. There is no doubt but that a short method of getting rid of the helplessly incurable has often been resorted to in a country where the father has the power of life and death over his family; and among the poor, death is, in numerous instances, hastened by ill-treatment and want of care." This was the state of affairs with which Dr. Kerr was confronted when, in 1854, he came to labour in China. The necessity of establishing asylums was often forced upon him, and in his report to the Medical Missionary Society's hospital in Canton, in 1872-73, he brought the matter to their notice, pointing out that he had often proposed such an institution to wealthy Chinese, and had urged it upon persons interested in the native hospitals established in Hongkong and Canton. In 1886 the society, recognising the importance and necessity for the construction of an institution for insane decided to commemorate its semi-centennial anniversary by establishing one at Canton, but nothing came of that proposal. A provisional committee was formed in February of 1900 for the purpose of proceeding with the question, and two years later Dr. Kerr secured a lot of ground in the vicinity of Canton and, after considerable difficulties, five years later commenced the erection of the first institution for the insane in China. The first report of the Refuge, although written by Dr. Kerr some time before his death, was delayed in its publication, and a copy of the interesting little volume has but recently been placed in our hands. Glancing through the pages of this brief history, replete with many interesting features, we cannot but admire the sublime faith of this great and good man as he moved forward in the face of opposition without a murmur, and with no fuss plants his buildings and makes the work go in the sight of all men. "Pioneer work," he wrote, "has its difficulties and hindrances, and this enterprise has been no exception to the general rule. It is only true to say this has been the most laborious mission work I have ever undertaken." Indeed, it must have been. Up to the time of his death 100 patients had been received. Of these twenty recovered, thirteen were discharged improved and ten not improved. Eleven died and forty-one remained in the institution; many of these being much improved. Surely that was a good record. When he first came out to China all was chaos, and when he died he bequeathed to the Empire one of the largest medical hospitals in China, where men, women and children are now being treated; a medical school where young men are fitted

to aid suffering China; an asylum where the poor unfortunate can find a home; while the women's and children's hospital recently opened, was begun under his fostering care. "In the old hospital he lives to-day," writes the Rev. C. R. Hager in a noteworthy character sketch, "and in a wider sense than when he first commenced his work." That name of Dr. Kerr can never be erased from the annals of the Institution is a conclusion that must cross and re-cross the minds of those perusing the report. The supporters of this noble cause and those labouring unostentatiously at Canton received a shock in the loss of its founder, but the work now continues to prosper under the care of Dr. Selden, its superintendent. More accommodation is needed and, having regard to the increased cost of building material, a considerable expenditure would of course be necessitated.

## LOCAL AND GENERAL.

LeMunyon always has in stock Fresh Film, Photographic Paper, Dry Plates, Chemicals, etc., etc.—*Adv.*

THE *Rangoon Times* is very positive; it states:—Sir Henry Arthur Blake arrives in December as Governor of Ceylon.

THE *Wei Wu Pu* has received information that the French have entered Kwang-si and are preparing to place gun-boats on the waterways.

An article with local references entitled, "The Custom House in Ancient China" and one on the origin of April Fools' Day are printed on the third page.

THE men in Portsmouth who formed part of the *Powerful and Terrible's* naval brigade kept up the anniversary of the relief of Ladysmith by dining together.

THE Government of Formosa propose to use wireless telegraphy between the main island and Formosa. Receiving stations will be established at Keelung and Miesaki, Hizen.

GREAT preparations are in progress in Portugal in view of the approaching visit of King Edward to Lisbon. The Necessidades palace is being made ready for the accommodation of His Majesty.

WE note that the Nippon Yusen Kaisha have issued a circular letter to the same effect as that sent out by the Hamburg America line, published in our columns, regarding the allowance of a rebate of five per cent on outward freight paid.

Have your Developing and Printing done at LeMunyon's 31 Des Vaux Road. His work is guaranteed in every respect.—*Adv.*

SMALL-POX is dangerously prevalent in Hangchow and many persons have fallen victims to and died from the disease, which attacks both adults and children. In consequence the people are striving to get vaccinated.

SIR Wilfred Laurier has introduced into the Dominion House of Commons a bill increasing the capitation tax on Chinese immigrants from a hundred to five hundred dollars and making the master of vessels bringing immigrants personally liable for the tax.

FOR inland postage in the United Kingdom one may now write on the whole of the left hand half of the address side of a postcard, reserving only the right hand half for the address. But for the postage to places abroad the address side must bear no writing except the address.

A SAD accident occurred yesterday afternoon at the Kowloon Docks. While Mr. James Goodwin, chief steward of the *s.s. Hyades*, was leaving the gangway he missed his footing and was precipitated to the bottom of the dry-dock, a distance of about thirty feet, and fractured his skull. Death was instantaneous.

As will be seen in our advertisement columns, the *s.s. Wingchai*, Captain Austin, will run an excursion trip to Macao on Palm Sunday, the 5th instant. She will leave her usual wharf, opposite the Central Market at 9 a.m. sharp returning from Macao punctually at 9 p.m. Tickets which cost only \$2, as well as meals and refreshments, can be had on board.

WHILE Inspector Collet of No. 2 Police Station was going his rounds early this morning he came across a hamper lying on the hillside near Tai Hang. Judge of his astonishment, when opening it he found the dead body of a native. He had the corpse sent to the mortuary, where we believe it was certified as a case of plague. In the same rounds, four more dead bodies, chiefly children, were discovered in the roadway. They were also sent to the mortuary for examination.

By the German mail steamer *Kiautschou* yesterday afternoon there arrived Baron von Rosen, the new Russian Minister Plenipotentiary to Tokyo, accompanied by his wife and little daughter. He is no stranger to the Far East, having been accredited to the Court of the Mikado before, a post which he then resigned on the plea of ill health. The new Captain of the *Kiautschou* is Capt. Behrens, who is already well-known in the Far East as commanding the *Silesia* and other steamers trading eastwards.

LeMunyon has the prettiest Book of Views ever published in the Orient. To see one is to buy one. Call in at No. 31 Des Vaux Road Central and see them.—*Adv.*

SAN MIGUEL, San Miguel, San Miguel.

Very few people fancy the old style of printing and now have their printing done at LeMunyon's to be up to date.—*Adv.*

THE Court will leave from the Yungting Gate in going to the West Tombs, and the yamen runners have been busy clearing away graves and otherwise hurrying the people in obedience to 'orders' to put up waiting rooms, etc. for the Imperial party.

THE students of the Fukui Middle School recently broke out in a riot and assaulted the principal and teachers of the school. It appears that much dissatisfaction among the students was caused through the fact that out of 535 students now in the school, 167 were unable to pass the examination.

THE Fort Buoy at the entrance to the Hwangpu has been shifted S. 78° 30' E., distant 2.6 cables, from its former position, and is moored in 16 feet at low water of spring tides; from it, Woosung Lighthouse bears S. 80° E., distant 5.9 cables. The colour of the buoy has been changed to black, and it now marks the southern side of the Inner Entrance to the new channel over the Woosung Outer Bar. All bearings given are magnetic.

IN an article on Earthquakes in the *Geographical Journal*, Mr. Milne gives high praise to the thoroughness of the Japanese Seismological system. Not only are all destructions and shocks investigated at home, but the Japanese send commissions abroad to visit the scenes of important earthquakes. By this means Japan has become a repository for almost all that is known about earthquakes and has been the means of saving life and property.

THE *Sin Wen Pao* states that the Waiwupai at Peking has been lately informed by the Imperial Resident at Tibet that two foreign missionaries of different nationalities there had been on terms of hostility, on account of competition in the work of converting the natives and although their differences had been settled by the Lama, it is feared that peace is only temporary and the breach which had been roughly patched up would break out again. The Resident concluded by asking for instructions as to how to deal with the two missionary antagonists.

Just received from New York a full and complete line of Picture Moulding. Now bring your valued pictures to LeMunyon, to be framed.—*Adv.*

AT Shanghai the other day two men were brought up on remand, charged with being concerned together in stealing 14,993 pearls, 1 diamond finger ring, \$145 in notes, and 100 Mexican dollars, total value \$15,400, from No. 10, Shanse Road, on the 24th February. A native woman was also charged with being concerned in the robbery, and with harbouring one of the prisoners in her house. The two male prisoners were each sentenced to 500 blows, 3 months' cage, 5 years' imprisonment, and deportation. The woman was ordered to be expelled from the Settlements.

ON the evening of the 24th ult., about dusk, as a passenger boat from Wusich bound for Shanghai was passing Wangdoo, a town on the Soochow Creek about twenty miles distant from Shanghai, it was suddenly attacked by a piratical boat with a crew of about ten men, who boarded the passenger boat and stripped the passengers and crew of everything they had and also took away some twenty odd piculs of rice. As there was no resistance the pirates injured no one. It is believed the pirates are disbanded soldiers, of whom there are said to be at least 10,000 in that part of Kiangsu alone.

AS at Westminster, so at the Palais Bourbon, the atmosphere of the legislative chamber has been engaging attention. Dr. Meslier, who represents a Paris constituency, and who happens to be a bacteriologist, has been sampling, by means of a bottle of sterilized water, the atmospheric conditions under which legislators on that side of the Channel perform their duties. When the contents of the sample bottle had been boiled down, and thus prepared for exhibition in a concentrated form, he tried a few drops, subcutaneously, on a rabbit. The rabbit died without more ado. But that may only be held to prove that rabbits are not accustomed to a legislative atmosphere, and that legislators are.

THERE is to be a Great Arsenal opened at Tschou on the edge of Shantung province, where it will be strictly inaccessible to the predatory foreigner, as the Eastern and Western Armies at Tientsin (not to speak of the Armoury at Hsiku) did not exactly prove to be. B.T. in view of the impending use of steam navigation on the river (Grand Canal) and the probably not remote opening of the Anglo-Germanic railway to the Yangtze, it would almost appear as if even obscure Tschou, a city which first appears on Chinese maps in the Tang Dynasty which began some 1,300 years ago) may not turn out to be a secure spot. The excitement in local circles over the opportunity to get employment is instructive.

WHAT does the best informed foreign opinion advise the Chinese Government to do? asks the *P. & T. Times* in an editorial on the currency question. It recommends it to immediately proceed with the establishment of a uniform national silver coin, and to approach the three or four leading European Powers trading with China and request an international conference. If the latter step seems beneath their dignity as a free and sovereign Empire then let them secure independent expert advice, and we can not too strongly recommend to them to approach Great Britain as representing the financial pivot of the world, and as the Power most immediately concerned with Hongkong, where considerable agitation for a gold standard has recently begun.

SAN MIGUEL, San Miguel, San Miguel.

Are you a Banker, Storekeeper, or what? If so can you get along without one of those Numbering Machines at LeMunyon's that will number from one to a million automatically?—*Adv.*

THE Colonial Secretary informs us that the Superintendent of Customs and the Doyen of the Consular Body have declared the port of Hongkong to be infected. All vessels arriving therefrom are to abide by and be governed by the Revised Sanitary Regulations for the Ports of Shanghai and Woosung.

AN English paper says that the consumption of bananas in Great Britain during the past years, i.e., since Mr. Chamberlain's effort to aid Jamaica and the West India islands, has risen from 14 to 33 million of bunches per annum. This speaks well for the growing popularity of this wholesome fruit, and with cold storage it should be easy to import mangoes, guavas, and many other tropical fruits into Great Britain.

WHAT is declared to be a diamond fallen from the sky was recently placed on exhibition in the American Museum of Natural History, New York. It is a diamond embedded in a 40lb. meteorite, which was discovered in Arizona. Tests proved the substance to be genuine diamond and triolite and daubedite, which proved that its origin was not terrestrial, were both found in the iron which encased the gem.

## FIRE NEAR THE HARBOUR MASTER'S OFFICE.

Shortly after 8 p.m. yesterday the fire bell was rung denoting that an outbreak had occurred in the Central district. The Fire Brigade, under the charge of Mr. P. P. J. Vodehouse and Acting Chief Inspector Baker, proceeded to No. 3, Tung Loi Lane, a few doors from the Harbour Master's Office. At the same time the Government floating engine arrived on the scene. Streams of water were immediately played on the flames, but the premises, a three-story building, were entirely gutted. The house next door, especially the roof, was partially damaged, and the timbers charred. The fire originated on the ground floor directly underneath the stairs, where some medicinal herbs were being heated and dried. The ground floor was used as a godown, and a medicine shop and contained a large quantity of maling, and other highly inflammable material. The first floor was also used as a godown, while the third floor was occupied as a dwelling house. The first and second floors were insured with Chinese for \$6,000, each, and we understand that the goods, which were to have been shipped in a few days time, were insured for over \$30,000.

## CANTON NOTES.

(From Our Correspondent).

CANTON, 31st March.

DR. RAZLAG'S DEPARTURE.  
Dr. Razlag, who has made such remarkable cures of the nauseating and repellant disease of leprosy has discontinued his work in Canton owing to some misunderstanding with the present Viceroy and the Rebellion trouble, his stations being five miles from Canton. After stating his reasons to the American Consul, the Hon. Robert McWade, through whose untiring efforts Dr. Razlag was able to prosecute his experiments, he has left for Manila.

NANNING.  
In yesterday's native papers mention is again made of the ransoms paid by Canton merchants respecting the capture of natives at Nanning. From this it is presumed the rebels are not in the city, but have taken a number of the principal merchants of the place.

## LATEST ADDITION TO THE N. Y. K.

The following notice of the new Seattle liner is from the *Kobe Herald* of the 21st inst.:

The *Aki Maru*, the latest addition to the fleet of the Nippon Yusen Kaisha, was thrown open to visitors this afternoon alongside the Eastern Pier. The vessel was gay with bunting and every preparation was made for the convenience and entertainment of a large number of people who were expected aboard Captain Ekstrand, who is in command, was good enough to show our representative the many conveniences and admirable arrangement of the vessel.

The *Aki* is of 6,444 gross tonnage; a single funnel, two-masted, twin-screw steamer, and reflects great credit upon the builders—the Mitsui Bishi Dockyard and Engine Works. She has five hatches and powerful derricks over each, so that cargo can be shipped or unshipped with great speed. On the forecastle head is a spacious hospital and down below is accommodation for intermediate and steerage passengers as well as for the crew and junior officers.

The fine promenade deck is a feature of which Captain Ekstrand is particularly proud, there is no second-class accommodation but that reserved for first-class passengers is fitted with all the modern improvements that make life aboard so much more agreeable than it was formerly. There are twenty-five staterooms, each fitted with two bunks, so that the *Aki* can carry fifty first-class passengers. The barber's shop is a luxury that is not often to be found on vessels of this size, while the bath rooms and dressing rooms are admirably arranged. The cabins of the captain and senior officers are thoroughly comfortable and are in all respects fitted the same as are those reserved for passengers.

SAN MIGUEL, San Miguel, San Miguel.

## BY LAUNCH TO SINGAPORE.

The many friends in Singapore of Capt. Lewington will be glad to hear that he is in Singapore again although only for a short period. Capt. Lewington arrived here yesterday afternoon (says the *Strait Times* of 23rd ult.) in command of the steam launch *Haifong* which he brought down with the assistance of a crew of eight Chinese for McBain and Co. of Langkat, for which place he leaves tomorrow morning as soon as the launch has taken her supply of coal and water on board. Very fair weather was met with on the way down although there was a pretty heavy swell from the S.E. The little launch took eight days to do the trip and her biggest day's run records 235 miles when all the sails were set to help her along. She was tossed about a good deal and on more than one occasion it was impossible to cook any food. The *Haifong* was built by Chee Woo of Hongkong and is on her maiden trip. She is anchored in the roads off Finlayson Green.

## REGULATING THE SALE OF OPIUM

IN THE PHILIPPINES.

Mr. Lau Kieng Hwo, a Chinese merchant at 27, Calle Dasmarias, Manila has applied to the Philippine Commission for a concession for the establishment of the Chinese Temperance Company, of which he is the promoter, for regulating the sale of opium under the supervision of the Government with the object of decreasing and limiting its consumption. This movement, which has been under consideration for several months, is now made public for the first time (says the *Manila Times*) the publicity being prompted by the announced determination of the Government to regulate the importation and sale of the narcotic and thus prevent the systematic smuggling of opium into the islands and its indiscriminate sale to consumers.

The prospectus of the Chinese Temperance Company goes into details for the concession which develop a plan almost identical with the proposed act of the Philippine Commission providing for a concessioner. Mr. Hwo has said that the idea of a concession originated with him, and that when his scheme was first brought to the attention of the Commission there were some persons who wanted the Government to establish an opium farm after the plan of those now in operation in Hongkong and Singapore, under British control. Learning of these efforts to regulate opium traffic, Protestant missionaries of the city protested to the commission and wanted the importation of opium stopped entirely. Mr. Hwo consulted with these gentlemen and says that he finally convinced them that it would be impossible to stop importation and the sale of opium at once, but that its final extermination could be best brought about gradually. He expresses the belief that the Chinese could handle the question much better than other persons on account of their superior knowledge of the opium trade.

The following statement of the Collector of Customs gives a comparative estimate of the opium imported and upon which duty was paid, during the four years from 1899 to 1902, inclusive:

1899—120,066 pounds; value in U.S. Currency, \$328,713; duty, \$111,469.  
1900—324,115 pounds; value, \$699,193; duty, \$168,301.  
1901—369,037 pounds; value, \$1,070,014; duty, \$333,692.  
1902—130,924 pounds; value, \$387,014; duty, \$180,713.  
Total—Pounds, 844,212; value, \$1,426,014; duty, \$793,175.

## THE PLAGUE.

FIRST EUROPEAN CASE.

During the twenty-four hours ended at noon to-day to further cases of bubonic plague making 158 since January 1st, were notified as having occurred in Hongkong. They were:—an Englishman on board the *Hyades* in the Harbour, making the first European case this year; at 15, Wo On Lane; 56, Jardine's Bazaar; 89, Third Street; 29, Peel Street (India); 5, Lo Lung Hang, Huenghom; and aboard the launch *Tung Tai*, while bodies were found on the new reclamation ground opposite the Gas Works and at the back of the Government Store, Praya East.

## SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Catherine Apsar*) 6th inst.  
French (*Yarra*) 7th inst.  
Indian (*Namang*) 11th inst.  
American (*Siberia*) 11th inst.  
Canadian (*Empress of India*) 14th inst.  
American (*Coptic*) 16th inst.  
American (*America Maru*) 13th inst.

The P. & O. S. N. Co.'s steamer *Shanghai* left Singapore for this port on the 31st ult., at 10 a.m.

The Apar Co.'s steamer *Catherine Apsar* from Calcutta left Singapore for this port yesterday afternoon, the 31st ult.

The B. J. S. N. Co.'s steamer *India* from Rangoon and the Straits left Singapore for this port on the 31st ult., at 3 p.m.

The Mogul Line steamer *Siam* left Singapore for this port yesterday morning, and may be expected here on or about the 5th inst.

The P. & A. S. S. Co.'s steamer *Indrapatti* from Portland, Oregon, arrived at Yokohama this morning and may be expected here on the 12th inst.

SAN MIGUEL, San Miguel, San Miguel.



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

S.S. "Binh Thuan" at Saigon.

(From Our Own Reporter.)

SAIGON, 1st April, 9 a.m.

The French steamer *Binh Thuan* has arrived at Saigon leaving Mr. Jamieson, of the London Salvage Association, endeavouring to save the tug-boat *Fame*.

[We understand that the *Fame* is covered by insurance in the sum of \$45,000. She stood in the books of the Hongkong and Whampoa Dock Company at the date of the last annual report at \$15,000. The above telegram was published in our Shipping Extra to-day.—Ed., H.K.T.]

## Opium Sales.

(From Our Own Correspondent.)

CALCUTTA, 1st April.

The fourth opium sale was held to day. Patna fetched Rs. 1,255 and Benares Rs. 1,220 per chest.

(Reuters.)

## Admiral Dewey on the U. S. Navy.

LONDON, March 30th.

Admiral Dewey at an interview declared that the U. S. Navy was the greatest in the world; he believed the German Navy to be greatly overestimated, and said that the recent American naval manoeuvres were an object lesson to the Kaiser. On President Roosevelt inviting Admiral Dewey to the White House to explain his indiscretion, the Admiral declared he meant nothing offensive and was surprised that his off-handed remarks had been published. The utterances have caused an unpleasant feeling in Berlin but no diplomatic incident is expected.

LATER.

## Funeral of the Late General Sir Hector Macdonald.

The late General Sir Hector Macdonald was quietly buried in Edinburgh this morning. The body was conveyed straight to the cemetery from the tram.

## Marconi Telegraphy.

The Times publishes two New York news telegrams of about 150 words in all transmitted by the Marconi system.

## Strike in Massachusetts.

Seventeen thousand employees in Massachusetts Cotton Mills ceased work yesterday in anticipation of a strike for higher wages.

## A SAILING PASSAGE.

(By Commander E. Hamilton Currey, R.N.)

Through the packed and crowded waters of Hongkong Harbour the corvette takes her way. From her main-trunk streams the "paying-off pendant," with its fathoms upon fathoms of lightest bunting and white tape, ended off by a gilded bladder which is chased by a couple of youthful Chinese ragmuffins in a toy sampan. Loud thunder the guns of a Royal salute, fired from the bombast man's junk as a final expression of regret at the loss of such a paying customer. The crews of the men-of-war, foreign as well as British, turn up from below and swarm into the rigging of their vessels to cheer us as we go by, and even mercantile Jack awakens somewhat from his usual indifferent attitude, and sends hearty hurrahs from the forecastles of the clippers as we glide slowly past.

As we pass the flagship, we salute the Admiral, and the band breaks out into "Home-ward Bound," to be drowned by the vociferous cheers of the men on board of her. Hundred of native boats sail and pull and scull energetically alongside, and grinning Chinese faces, babbling their quaint "pidgin-English," remind in a memory ineffaceable by the passage of years. The tall, the boom-like, club servants, the jewell, the curio man, even the livery-stable keeper chatter and grin and yell their good-byes. "You going England, you not forget Achoo, he plenty good man." "You talkee that man-o-war come this side, Fo-lang he ke p dam fine pony." But the telegraph has rung down "Full speed," and our friendly pursuers drop off one by one, as her head is pointed for the open sea.

The men come down out of the rigging, the watch is called, ordinary sea-life begins. And yet not quite ordinary sea-life, for this time we are bound beyond Singapore, the Port of the China station, and our goal is Portsmouth Harbour. The Tan-jon-pagar wharf and those wonderful botanical gardens at Singapore, where the orchids blossom, and the Victoria Regia flings its marvellous flowers and huge leaves like green teatrays with turned-up sides, are numbered also among the things of the past. It is "South the road," and down the Straits of Banka we hold our course. Here the tides race madly, streaking the dull muddy waters with a lace-like covering of foam, the sweet spicy smells which float in the hot enervating atmosphere call up vague remembrances of hymns concerning "India's coral strand," and of books read in childhood which treated gorgeously of such scenes.

The great mass of Sumatra on the starboard hand is wooded to the sea-brink, and then, as new, keeps inviolable the secrets contained in

her mighty bosom. Strange land of wild beasts and wilder men, she is more impenetrable than the Arctic. The rain lashes down in tropical violence as the anchor is let go at Batavia, but of this we reckon little, as we know that in two days we shall be clear of islands, rain-storms, mosquitoes, centipedes, and fever, which go to make up some of the delights of tropical existence. The supreme moment comes as the second lieutenant hails "In eight and a clear anchor, Sir," and the men catch the call along the deck as though the heavy anchor depending on it were the merest baby's toy. And now we have cleared the Straits of Sunda, and cool and sweet and strong comes the south-east trade of the Indian Ocean to greet us. Our next port is the Seychelles, and three thousand miles of open sea are to be traversed. We lose no time in getting her under sail, the fires are put out, the screw hoisted. And under "all plain sail and port stuns'ls" she heels slightly to that splendid breeze.

The time of sails has gone, and the sailor-man will see them no longer; to-day his twin screws churn their unresisting way through fair weather and foul, and anything under ten knots is regarded with scornful impatience. We have gained much—speed, certainly, time, must all be set on the credit side of the nautical balance-sheet. But also we have lost something. We have lost, to begin with, the old-time sailor man "every hair a ropeyarn and every finger a fish-hook," his day has gone never to return. Let us not say that he was a better man than his successor of to-day, but he was a type far more pronounced. To-day we are concerned, and rightly concerned, with the man behind the gun, whom we pronounce to be the one and only salvation of the navy. Yet in those far-distant days of which we treat the writer has seen an ordinary barrel knocked to bits in a heavy sea at 1,800 yards' range by a shot from a 64 pounder a weapon as obsolete now as the guns of the *Mary Rose*, circa 1518, now reposing in the Gun-walk at Portsmouth. Not only have we lost the sailor-man, but we have lost the sailing passage and all that it meant; and it meant much, for it trained men in a way nothing on earth ever can or will train them in the future.

The south-east trade lapped us in its kindly but strenuous embrace, and bore us ever westward. Overhead the sun shone with a tempered graciousness, albeit that the latitude was tropical; around us the sea leaped and danced, here and there just leaping to foam, but blue as the heavens above, kindly and serene. Under her forefoot the dolphins played a game of crossing and recrossing, occasionally paying for their temerity by being speared by a grain (a five-pointed barbed spear), wielded by an adventurous midshipman, who, with his feet set hard against the embrasure bow port, and his waist encircled by a bow-line, waged war against unwary denizens of the deep who came within his reach. Day after day the same perfect conditions of weather; the steady unfailing breeze holding so perfectly to one point that tacks, and sheets, braces and stuns'l gear, seemed to be a standing incident of one's life at sea, so little attention did they need.

In the mornings the midshipmen squeezed their slim bodies past the great boss of the screw, hoisted as it was to an elevation level with the deck, and descending the iron ladder in the screw aperture took luxurious sea baths, hanging on to the lowest rung as the ship went her good ten knots through the water. At night, when the Southern Cross hung in the jewelled sky and constellations unknown in the northern hemisphere winked lazily from above, it was sweet to lie on the top-gallant forecastle and smoke furtive and forbidden pipes, gazing up into the great arch of the foremast, and to hear the almost useless jib flap heavily. No accident marred that perfect passage, no smell of oil and escaping steam assailed the nostrils; even dust became almost non-existent; drills were few, and one said with a sense of endless well-being. At last, and the anchor kisses coral at the Seychelles.

Lovely as a dream, wicked as a bad woman, was Seychelles in those far-off days. Idyllic glades of palm-trees, watered by crystal streams, were filled with sailors' grog-shops, and worse. But it did not appeal to us, for we were bound for Portsmouth. On we again the anchor came to the bows, and off to sea. I ut now came a very different state of seafaring life. That great blustering bully, the south-west monsoon, took hold of us; shook us, and drove us helter-skelter. Black and ugly came the clouds racing up from the Mozambique, and black and ugly was the sea it raised. Dark, livid masses steep and foam-crested, tumbled menacing behind us, and, with streaming decks, groaning timbers, and one reef down in her topsails, the good ship staggered northwards. Ever and always it blew, hard and harder. The temperature went down to 68 degrees, and men whose blood was thin after three years in the tropics shivered in unfamiliar blue clothing.

This was a change indeed, but, flung before the furious wind and helped on by the mighty current it engenders, it did not last long. There came a day when Guardafui lay in sight, and the wind dropped considerably. Over there in the north, on the Arabian coast, is the Cape known to the Arabs as "the Cape of the Wind's Death," but we are not bound thither. As we hauled to the westward round Cape Guardafui the wind comes adverse and the sails are furlled. Once again the screw revolves; our sailing passage for the time is over. As we draw under the lee of the Cape to the northward the air strikes hot, and a few miles further it is almost insupportable as it warms up over the awful desert it traverses. "Pity to lose that fine fair wind," says the quartermaster, who is coming off the coast, to the boatswain's mate in the gangway. "So it be, mate, so it be," answers that functionary; but, Lord, what does it matter now, when we're so close that the girls have got hold of the tow-rope?—P.M.G.

## TANJONG PAGAR DOCK CO.

At the ordinary half-yearly general meeting of the shareholders in this company, held at Singapore on 23rd ult., the chairman (Mr. J. Anderson) said:—In the report itself there does not occur much for me to speak upon, except that I would take this opportunity of introducing to those shareholders present who have not already had the pleasure of meeting him, Mr. J. Rumney Nicholson, the Managing Director of the Company, who arrived here on Jan. 11 last from Europe, to take up that appointment and who will have our help and sympathetic encouragement to the fullest extent that in our power lies. As to the half year's accounts with which we are to-day dealing, they show gross earnings to have been \$754,117.95 and the charges \$26,564.40. The gross earnings for the previous half year, i.e. the first half of 1902, had been \$751,015.77 and charges \$231,324.03; and for the second half of 1901, which is a more appropriate comparison being the half year corresponding to that with which we are to-day dealing, the figures were gross earnings \$735,256.18 and charges, &c. \$191,011.53. The increase in charges, &c., is accounted for to a very considerable extent under the head of "Administration."

## THE APPROPRIATION TO RESERVE.

Taking into account a carry-forward from last half year of \$237,000 the Board on this occasion had a sum of \$764,553.55 to consider disposition of. Out of this they decided that \$275,693.66 should be written to depreciation, and the balance sheet before you will show the distribution of this, i.e. the amounts respectively written off from each of the various headings under which our properties are stated. In arriving at the sums which it was considered right to place to depreciation, the Board has had the advantage of the technical knowledge and experience and advice of the Managing Director. Then a sum of \$155,000 has been written to Reserve, and in this connection I would draw the attention of shareholders to the change that we have made in the form or manner in which we now show the reserve fund. Previous accounts have shown several "reserves" under different designations, such as general reserve fund, a reserve for wharf extensions, another for improvements and developments at Prye Dock, Penang; insurance fund for tugs, barges, &c.—and such like. But in the present statement of accounts the directors decided to do away with all these sub-divisions, and to merge all reserves into one. You will notice this described as "General Reserve Fund," and with the addition of \$155,000—that we have just made, it now stands at a total of \$1,700,000. Shareholders will, I think, quite understand that this is not, nor has it ever been—a liquid cash or "ear-marked" reserve; it is all occupied in the business.

## THE DIVIDEND.

After deducting charges, &c., and passing the sums mentioned to depreciation and reserve accounts, there is left a balance for disposition of \$333,859.89, and the recommendation of the Board is that from this should be paid a dividend of 4%, and a bonus of 1% per share; these if passed will absorb together \$559,000, and will leave a balance of \$74,859.89. That carry-forward is smaller than we have been used to for some time past, but under all the circumstances your directors are satisfied that there is no need for carrying forward a larger amount.

While at this point I may mention what most of you are doubtless already aware of, viz., that the Company's tariff of charges was revised and raised from January 1 of this year, so that the working of the current half year ought to show a perceptible increase in the Company's revenue.

You will notice that on 11th proximo the Company is to issue Bonds for further Debentures, to be called "Series C," amounting to \$250,000 at 6 per cent. per annum. These have been all subscribed for, and except for about \$15,000 the money has already been paid. This finance has been arranged in view of outlay, present and impending, for extension of our facilities, mainly the works now in progress on the Eastern part of our property.

## THE EASTERN SCHEME.

It is just a year ago that you were informed of what plan the Directors had decided upon for adding to the Company's berthage accommodation and relieving the strain and congestion which from time to time occurs, and its wharves, water-side, warehouses, and generally for dealing more readily and satisfactorily with the increasing demands of the port. This plan is for the extension of our east wharf, continuing as far as our boundaries permit, the present line of east wharf throughout the whole length of our boundary line fronting on the channel, only leaving at the extreme east point an opening sufficient for navigating vessels through it to a basin at the back of that wharf. This back part or inner basin is being dredged to admit vessels there also, and part of the plan is a system of wharves to be constructed within that inner basin, so that vessels can be accommodated and worked there, as well as at our existing wharves fronting on the Tanjong Pagar channel. This whole plan or scheme is what we term the "Eastern Extension." At the head of the inner basin that I have just referred to, has been located, and reserved on the plans, a site for the big dry dock that we want so badly, and that we have for a long time back been urging the London Consulting Committee to give their sanction to the construction of. Originally it was estimated that this Eastern Extension would take about two years to complete (I am not in this reference including a large dock) but we are learning by experience that this estimate of time was far too short, and unless we are able to get work done more quickly and material more readily than has lately been our experience, we much doubt if the end of this big work will be seen in under two and a half years from now. Still we are

pushing on as fast as material and labour at our means enable us to do, and if any shareholder will visit the work he will realise that a great deal has already been accomplished.

## PRESENT RESOURCES.

For deep draught steamers we have new available, or nearly ready, about 1,100 feet of new wharf at the east end of our property fronting on the Tanjong Pagar channel and this leaves only somewhere about 150 feet to construct to finish all that we can do on that frontage line. In the basin behind this, our plans are for 1,340 lineal feet of wharf berthage, and of this we have done about 380 feet, and the work proceeds. It will give some idea of what this has meant when I mention that the area of piling and wharf decking that we did last year in this new work came to nearly 5 acres. Then as to warehouses we have steadily kept increasing our storage capacity, and it will perhaps be instructive as well as interesting to shareholders to know that on Jan. 1, 1900, the total area of all our warehouses for cargo storage was 333,000 superficial square feet, or a little over 7½ acres. In the three years ended 31st December, 1902, we have added further 167,000 square superficial feet of cargo warehouses or an addition of very nearly 4 acres; and we have still more of these storage godowns in course of erection or on order, so that we hope, before very long, to have available quite double the capacity with which we were equipped at the beginning of 1900. Our difficulty is to get on with these additional warehouses fast enough for our requirements present and prospective.

## TRANSPORT.

We have made a good deal of progress in laying a line of railway to run throughout the length of our property to facilitate transport from one part of the premises to another, but this is not far enough forward to admit of any use of the line yet. It is a single line as a commencement, but as conditions grow upon us it becomes apparent that it will require to be at least doubled before it can be of fullest possible benefit.

The Company's staff and labour contractors have done satisfactory work, although, as has been the experience before, there have been occasions of much high pressure.

Mr. H. Fort seconded the motion which was carried.

The Chairman then proposed and Mr. Macgarratt seconded the declaration of a dividend of 5% and a bonus of 1% for the half year. This also was carried.

## RE-ELECTIONS.

The following retiring Directors were re-elected on the Board A. von Rosling proposed J. B. Young, seconded R. Little; Paul Haffner, proposed W. Cadell, seconded R. W. Braddell; John Anderson, proposed Hon. J. M. Allinson, seconded J. Graham. On the London Consulting Committee G. J. Mansfield, proposed A. Cumming, seconded M. Puttackren, J. Finlayson, proposed F. G. Somerville, seconded W. Cadell.

The Auditors Messrs. T. S. Thomson, and Lyall and Evans, were re-elected on the proposition of A. C. Moses, seconded by A. Cumming.

The Chairman intimating that the share warrants would be ready to-day said there was no further business, and the meeting terminated.

## OPIUM TRADE OF BOMBAY.

## DECLINE IN EXPORT TO CHINA.

A resolution of the Government of Bombay on the report of the Administration of the Opium Department of Bombay Presidency, for the Revenue year 1901-1902 states

The decline in the export of opium to China continued during the year. The reason assigned in paragraph 10 of the Commissioner's report is not clearly stated, and the subject ought to have been dealt with in greater detail in view of the large decrease of Imperial revenue. The effects of continued famine and scarcity on the whole trade are clearly reflected in the figures given in Appendices 5 and 6 attached to the report. In every district of the Presidency proper except Kanara and in all the Native States there has been a more or less marked decline in sales. The districts of Karachi, Hyderabad and Shikarpur in Sind alone show any considerable increase of consumption. In the districts in which the separate shop system was introduced the decrease in sales may have been partly due to higher prices, as represented in the report, but it was not more marked in these districts than in others, and the decline in the amount of duty on opium sold was counterbalanced by an increase in the amount paid for privilege of vend, the total revenue being greater than in 1901-1902. Under the influence of competition prices will no doubt find their proper level. The number of cases tried under the Opium Act shows an increase especially in Khandesh where some large and important seizures of opium were effected. The consumption per head in the latter district is still very low and both in that district and in Gujarat the skill and energy of the Opium Preventive Establishment will be fully taxed.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 1st at 11.30 a.m. The barometer has risen over W. Japan, fallen over E. Japan and the coast of China.

The depression is moving NE. over NE. Japan. Pressure is highest between the E coast of China and W. Japan, and probably another depression is forming over China to the South of the Yangtze.

Moderate SE. and S. winds along the China coast and over the N. part of the China Sea.

Forecast:—moderate SE. to S. winds; squally, thundershowers.

## Commercial.

## TO-DAY'S INTELLIGENCE.

A start of a fresh month is made to-day under conditions that are encouraging for all the principal stocks. SUGARS are quoted \$109 buyers and, being very strongly held, may take a short at any time. The company is doing very well. Indos are wanted at \$10. There has practically been no change in any other stock to-day.

EXCHANGE.	
ON LONDON, Telegraphic Transfer	1/7 1/2
" Bank Bills, on demand	1/7 5/16
" Credits, 4 months' sight	1/7 1/2
" D'ments 4 months' sight	1/7 1/2
ON BERLIN, (demand)	M. 1/65
ON PARIS, Bank Bills, on demand	2/02 1/2
" Credits, 4 months' sight	2/02 1/2
ON NEW YORK, Bank Bills, on demand	3/01
" Credits, 30 days' sight	3/01
ON BOMBAY, Telegraphic Transfer	12 1/2
" On demand	12 1/2
ON SHANGHAI, Telegraphic Transfer	7 1/2
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	7 1/2
Sovereigns, Bank's Buying Rate	\$12.35
Gold Leaf 100 touch, per tael	64.40
Bar Silver	22 1/2

OPIUM QUOTATIONS.	
To-day's quotations are as follows:—	
MALWA NEW	@ \$980
" LAST YEAR	@ 1,000/1,020
" OLDEST	@ 1,080/1,130
PATNA NEW	@ 1,070
BENARES NEW	@ 1,060
PERSIAN (PAPER)	@ 750/780

## To-day's Advertisements.

## ZETLAND LODGE.

No. 425, E.C.  
A REGULAR MEETING OF ZETLAND LODGE will be held at the FREE-MASONS' HALL, Zetland Street, TO-NIGHT, the 1st instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st April, 1903. [380e]

## HONGKONG CLUB.

## NOTICE.

THE SEVENTEENTH YEARLY GENERAL MEETING of the MEMBERS of the HONGKONG CLUB will be held in the CLUB HOUSE, on TUESDAY, the 7th April, 1903, at 5 P.M.  
By Order,  
C. H. GRACE,  
Secretary. [404e]

## TENDERS.

MASTERS at Hongkong for the construction of a STEAM LAUNCH complete in all respects with Cabin in fore part, crew's quarters in after part, and small shelter house at after end of Cabin skylight.  
Speed on trial not less than 10 knots.  
Cost delivered at Wei-hai-wei not to exceed \$1,500.  
Tenders with specifications, drawings and time required for completing will be received until APRIL 30th, 1903.  
Address { Wei-hai-wei  
Launch.  
THE HARBOUR MASTER,  
Hongkong. [414e]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Company's Steamship

## "KUMSANG."

Captain Butler, who be despatched as above on TUESDAY, the 7th instant, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers. [412e]

## FOR SINGAPORE, RANGOON AND MOULMAIN.

## THE N.D.L. Steamship

## "FREIBURG."

Captain Prosch, will be despatched for the above Ports on WEDNESDAY, the 8th instant, at Daylight.  
For Freight, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office. [413e]

## To-day's Advertisements.

## NOTICE.

FROM This Date Mr. HAROLD THORNTON BUTTERWORTH is authorized to sign our Firm per Procuration.  
BUTTERFIELD & SWIRE.  
Hongkong, 30th March, 1903. [405e]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that MACHINE GUN FIRE will be carried out against Lion Hill, in the New Territory, on MONDAY, the 6th April, 1903, at 9 A.M.  
By Command,  
F. H. MAY,  
Colonial Secretary. [406e]

## Colonial Secretary's Office,

Hongkong, 1st April, 1903.

## THE HONGKONG DAIRY

BEG to notify their Customers and the Public that their TOWN DEPOT for the Sale of FRESH MILK, CREAM, BUTTER, &c., on the Premises known as 47, DES VOEUX ROAD has been opened This Day. Deliveries twice daily to any part of the Colony.  
G. W. GEGG,  
Manager. [407e]

## NOTICE.

MR. JOSE MIGUEL ALVES has This Day been admitted a Partner in our Firm.  
L. M. ALVARES & CO. [408e]

## THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

## HONGKONG EXCHANGE.

SUBSCRIBERS are hereby notified that all TELEPHONE Rentals and other Subscriptions, as at present payable to this Company, will be increased by 25% as from the First day of July, 1903.  
W. STUART HARRISON,  
Manager. [409e]

## EXCURSION TO MACAO.

ON 5TH APRIL, 1903,  
(PALM SUNDAY).

THE S.S. "WINGCHAI" will leave her usual Wharf (opposite the Central Market) for Macao at 9 A.M., sharp. She will return from Macao at 9 P.M., sharp. Meals and Refreshments can be obtained on board ship.  
Tickets \$2 (return), obtainable on Board. [410e]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## FOR SHANGHAI AND KOBE.

## THE Company's Steamship

## "TONKIN."

Captain Schmitt, will be despatched for the above Ports, TO-MORROW, the 2nd instant.  
For Freight or Passage, apply to  
G. DE CLEMPAUX,  
Agent. [4100e]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND TAMSUI.

## THE Company's Steamship

## "HAILONG."

Captain Gibson, will be despatched for the above Ports, on SATURDAY, the 4th instant, at 5 P.M.  
For Freight or Passage, apply to  
DOUGLAS LARPAIK & Co.,  
General Managers. [4110e]

## HONGKONG, 1st April, 1903.

## THE POPULAR SCOTCH IS "BLACK &amp; WHITE"

## JAMES BUCHANAN &amp; CO.

SCOTCH WHISKY DISTILLERS  
By Appointment to  
H.M. THE KING  
and  
H.R.H. THE PRINCE OF WALES

CAN BE OBTAINED FROM  
LANE CRAWFORD & CO.  
AND ALSO THE MUTUAL STORES,  
AND FIRST CLASS HOTELS AND CLUBS.

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## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th April.
GLASGOW and LIVERPOOL	"KEEMUN"	On 16th April.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th April.
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.

S.S. "CHINGWO" left Singapore 28th March, p.m., and is due here 3rd instant.

S.S. "JASON" left Singapore on the 31st March, a.m., and is expected here 5th instant.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"GLAUCUS"	On 14th April.
LIVERPOOL and MARSEILLES	"PING SUEY"	On 18th April.
LONDON	"DEUCALION"	On 28th April.
LONDON	"JASON"	On 12th May.
LIVERPOOL and GENOA	"PATROCLUS"	On 25th May.
LONDON	"CALCHAS"	On 26th May.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"KEEMUN"	On 18th April.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 1st April, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KANSU"	2nd April.
MANILA	"CHINGTU"	4th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	4th April.
SHANGHAI	"WOOSUNG"	6th April.
SHANGHAI	"WHAMPOA"	8th April.
KOBE and YOKOHAMA	"TSINAN"	26th April.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—R.D.C. SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 30th March, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-  
date arrangements for comfort of Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	Saturday, 4th April, at 10 A.M.
RUBI	2540	R. W. Almond	Do.	Saturday, 11th April, at 10 A.M.
PERLA	1980	J. McGinty	Do.	Do.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 28th March, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF  
JAPAN, MOJI, KOBE AND YOKOHAMA,FOR  
PORTLAND OREGON,OPERATING IN CONNECTION WITH  
THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	W. E. Craven	April 20, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, "
"INDRASAMHA"	5,197	R. P. Craven	June 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

## PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 5th April.
FOR FOOSHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 8th April.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 12th April.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 15th April.

\* Via SWATOW and AMOV.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a daily qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co's Pontoons at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 1st April, 1903.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY,  
LIMITED.HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivaled Table. Daily qualified Surgeon carried. BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 10th January, 1903.

## STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG," 951 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M. Unexcelled accommodation for First Class Passengers. Hot and Cold Water lead on by Pipes to each Cabin. Ship lighted throughout by Electric Light. Passage Fare \$3.00 Single Journey. Meals \$1.00 each.

The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co.'s Wharf.

CHEUNG ON S.S. CO., LTD.

Hongkong, 17th January, 1903.

## WING ON STEAMSHIP COMPANY.

## HONGKONG-MACAO LINE.

THE Steamship "CHU KONG," Captain Mason, leaves HONGKONG for MACAO, Daily, at 8 A.M. SUNDAY, including. Departures from MACAO to HONGKONG Daily, at 2 P.M. SUNDAY including. This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class, ..... \$2.00.

2nd " ..... 1.00

3rd " ..... 50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,

No. 42, Bonham Strand West.

Hongkong, 10th March, 1903.

## "SHIRE" LINE OF STEAMERS.

Steamship Service to NEW YORK VIA PORTS AND SUEZ CANAL, (With Liberty to call at the PHILIPPINE PORTS).

THE First Class Steamer

"PEMBROKESHIRE,"

will be despatched on or about 15th May.

For Freight apply to

SHEWAN, TOMES &amp; CO.,

Agents.

Hongkong, 25th March, 1903.

## TOYO KISEN KAISHA

## MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU N. Tate | 3,876 | Saturday, 4th April, at 11 A.M. |ROHILLA MARU E. P. Bishop | 3,869 | Friday, 10th April, at 11 A.M. |

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 31st March, 1903.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on THURSDAY, the 9th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

Return Tickets interchangeable with China and Manila S.S. Co., Ltd.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 31st March, 1903.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"EASTERN,"

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For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 17th March, 1903.

## Shipping.

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

## "KWONG CHOW."

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare. \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on SATURDAY, the 4th April, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 30th March, 1903.

## COMPAGNIE DES MESSEGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA,"

Captain Nègre, will be despatched for the above Ports on or about TUESDAY, the 7th April.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 31st March, 1903.

## REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"RICHMOND CASTLE" About 20th April.

"AFRIDI" " 30th April.

"SAGAMI" " 15th May.

For Freight and further information, apply to

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 25th March, 1903.

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

## "BALLAARAT,"

## FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

From London, &amp;c., ex S.S. China.

From Australia, ex S.S. Australia.

From Persian Gulf, ex B.I.S.N. and B. &amp; P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 2nd April, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 27th March, 1903.

## FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

## "SAXONIA"

Captain Bremher, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th April, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 30th March, 1903.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER HAMBURG-AMERIKA LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"KIAUTSCHOU,"

of the HAMBURG-AMERIKA LINE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 7th April, at 9.30 A.M.

All Claims must reach us before the 12th April, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

Agents.

Hongkong, 31st March, 1903.

## Shipping.

## Arrivals.

CANDIA, British steamer, 4,195, E. G. Andrews, 31st Mar.—Shanghai 28th Mar., General.

—P. &amp; O. S. N. Co.

SEITOKU MARU, Japanese steamer, 881, J. Hirao, 31st Mar.—Saigon 26th Mar.

Rice.—Order.

HUE, French steamer, 704, G. Godin, 31st Mar.—Haiphong and Kwong-chow-wan 30th Mar., General.—A. R. Marty.

CHINGTU, British steamer, 1,450, W. M. D. Howie, 1st April.—Kobe 27th Mar., General.—Butterfield &amp; Swire.

KWANTON, Chinese steamer, 1,536, W. H. Lunt, 1st April.—Canton 31st Mar., General.—C. M. S. N. Co.

KANSU, British steamer, 1,443, W. Baddeley, 1st April.—Canton 31st Mar., General.—Butterfield &amp; Swire.

DAIGI MARU, Japanese steamer, 847, T. W. Groves, 1st April.—Tamsui 29th March.

Amoy 30th, and Swatow 31st, General.

Osaka Shosen Kaisha.

MERCEDES, British transport, 2,976, McGregor, 1st April.—Wellington, N.Z. 5th Mar., Coal.—Admiralty.

ULABRAND, Norwegian steamer, 1,269, S. Andersen, 1st April.—Manila 29th March, General.—E. C. Ray.

HANGSANG, British steamer, 1,356, S. Wilde, 1st April.—Shanghai 28th Mar., General.—Jardine, Matheson &amp; Co.

KWONGSANG, British steamer, 1,427, P. M. B. Lake, 1st April.—Canton 31st Mar., General.—Jardine, Matheson &amp; Co.

HONGKONG, French steamer, 742, Pazler, 1st April.—Hoijow 31st Mar., General.—A. R. Marty.

JAGUAR, German gunboat, Wilbrandt, 1st April.—from Canton.

VICKSBURG, American gunboat, 1,100, Bloching, 1st April.—Amoy 31st March.

PROTHEUS, Norwegian steamer, Moller, 1st April.—Manila 28th Mar., Ballast.—E. A. Trading Co.

ARNOLD LUYKEN, German steamer, 1,095, C. Ueberfeldt, 1st April.—Saigon 28th Mar., Flour and Rice.—E. A. Trading Co.



## Post Office.

A Mail will close:—  
 For Canton—Per Hankow, to-morrow, the 2nd instant, at 7.30 A.M.  
 For Swatow—Per Thales, to-morrow, the 2nd instant, at 10 A.M.  
 For Shanghai—Per Kansu, to-morrow, the 2nd instant, at 11 A.M.  
 For Moji, Kobe, Yokohama, Manzanillo and San Francisco—Per Atholl, on Thursday, the 2nd instant, at 11 A.M.  
 For Macao—Per Heungshan, to-morrow, the 2nd instant, at 1.15 P.M.  
 For Singapore, Penang and Rangoon—Per Nippon, to-morrow, the 2nd instant, at 1.30 P.M.  
 For Shanghai—Per Kwongshang, to-morrow, the 2nd instant, at 2 P.M.  
 For Kunchuk and Samshui—Per Tungkong, to-morrow, the 2nd instant, at 4 P.M.  
 For Canton—Per Pawan, to-morrow, the 2nd instant, at 5 P.M.  
 For Nantau—Per Toile, to-morrow, the 2nd instant, at 5 P.M.  
 For Swatow and Bangkok—Per Tai-chow, on Friday, the 3rd instant, at 8 A.M.  
 For Quang Tchao, Hoihow, Pakhoi and Haiphong—Per Hongkong, on Friday, the 3rd instant, at 9 A.M.  
 For Bangkok—Per Mongkut, on Friday, the 3rd instant, at 11 A.M.  
 For Swatow, Chedao and Tientsin—Per Fung-sung, on Friday, the 3rd instant, at 11 A.M.  
 For Hongkong—Per Kohshang, on Friday, the 3rd instant, at 3 P.M.  
 For Manila—Per Zafra, on Saturday, the 4th instant, at 9 A.M.  
 For Manila—Per Rosetta Maru, on Saturday, the 4th instant, at 10 A.M.  
 For Manila—Per Loongshang, on Saturday, the 4th instant, at 3 P.M.  
 For Swatow, Amoy and Tamsui—Per Hui-long, on Saturday, the 4th instant, at 4 P.M.  
 For Singapore, Penang and Calcutta—Per Kumsang, on Tuesday, the 7th instant, at 11 A.M.  
 For Shanghai, Moji, Kobe, Yokohama, Victoria, (H.C.) and Seattle, (U.S.A.)—Per Tosa Maru, on Tuesday, the 7th instant, at 3 P.M.  
 For Moji, Kobe, Yokohama, Victoria (B.C.) and Tacoma—Per Olympia, on Wednesday, the 8th instant, at 11 A.M.  
 For Shanghai—Per Hsiao-ping, on Wednesday, the 8th instant, at 4 P.M.  
 For Manila—Per Kubi, on Saturday, the 11th instant, at 9 A.M.  
 For Europe, &c., India, via Tuticorin—Per Chusan, on Saturday, the 11th instant, at 11 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per Empress of India, on Wednesday, the 22nd instant, at 11 A.M.

## HONGKONG AND WHAMPOA DOCK RETURNS.

Companier de Filles at Kowloon Dock.  
 Sherman " " " "  
 Hydies " " " "  
 U.S.S. Helena " " " "  
 U.S.S. Oregon " " " "  
 Haimun " " " "  
 Dragon " " " "  
 Zafra " " " "  
 Elise " " " "  
 Hailan " " " "  
 U.S.S. Isla de Cuba " " " "  
 Kumsang " " " "  
 Sleipner " " " "  
 Cosmopolitan " " " "  
 Aberdeen " " " "

## SHIPS PASSED THE CANAL.

Outward—3rd March—Flintshire, Serbia.  
 6th March—Segovia, Salasie, Silesia, (Aus.)  
 10th March—Shanghai, Jason, Kaitouchou.  
 13th March—Yarra, Agamemnon, 20th March—  
 Narburg, Ceylon, Caledonia, Lohian, 24th  
 March—Bayern, Malacca, Oceanic, Henrich,  
 Samki Maru, Denbighshire, Wapburg, 27th  
 March—Bentley, Silesia, Tiberghien, Godwin,  
 Homeward, 3rd March—Yangtze, Prince  
 Heierck, 6th March—Glenary, 10th March—  
 Tanba Maru, 13th March—Kangawa  
 Maru, 20th March—Promethee, Tantalus.  
 27th March—Glenary, Preussen, Sado Maru.  
 Arrivals at Home—3rd March—Kelat,  
 Bango Maru, 6th March—Benlomon, Atlas,  
 Vindobona, Antenor, Silesia, (German), 9th  
 March—Canton, 10th March—Opack, Par  
 grave, 15th March—Darmstadt, 20th March—  
 Bentley, Tyden, Mogul, Manila, 27th  
 March—Stuttgart, Telemachus.

## CHINA COAST METEOROLOGICAL REGISTER.

March 31st, 1903, a.m.					
Wladivostok	7 a.m.	29.76	99	—	0
Nemuro	6 a.m.	30.08	—	—	—
Hakodate	29.97	—	—	—	—
Kochi	29.97	—	—	—	—
Nagasaki	29.83	—	—	—	—
Kagoshima	29.83	—	—	—	—
Osaka	29.88	—	—	—	—
Ishigakijima	29.89	—	—	—	—
Taihou	29.92	—	—	—	—
Taichu	29.88	—	—	—	—
Tainan	29.88	—	—	—	—
Koshun	29.91	—	—	—	—
Pescadores	29.90	—	—	—	—
Weihawei	9 a.m.	—	—	—	—
Gutzhaw	—	—	—	—	—
Sharp Peak	29.97	64	89	—	0
Amoy	6.30 a.m.	29.96	70	95	—
Swatow	9 a.m.	—	—	—	—
Canton	10 a.m.	29.94	71	85	—
Victoria Peak	—	—	—	—	—
Gap Rock	29.93	—	—	—	—
Macao	29.92	—	—	—	—
Haiphong	—	—	—	—	—
Manila	29.96	64	64	WNW	2
Malate	9 a.m.	—	—	—	—
Bacolod	—	—	—	—	—
Iloilo	30.00	84	—	—	—
Cebu	29.97	83	—	—	—
C. St. James	10 a.m.	—	—	—	—

## YESTERDAY.

WEATHER REPORT.  
 On date at 12 P.M.  
 Barometer ..... 29.94 ..... 29.81  
 Temperature ..... 74 ..... 71  
 Humidity ..... 85 ..... 88  
 Rainfall ..... 0.83

## VISITORS AT THE KOWLOON HOTEL.

Courage, G. M. O'Leary, U.S.A., & Pay-  
 Corning, Mr. and Mrs. O'Leary, Master & Co.  
 D. W. O'Leary, Master & Co.  
 Davy, J. S. Rice, Mrs. Helen H.  
 Jewell, Mrs. F. F. Rice, Miss Dorothy.  
 Kennon, Mrs. L. W. V. Sautons, Capt. A.  
 Kingston, M.D., H. D. U.S.A.  
 R. Walter, H. L.  
 Laird, R. Wheeler, Mr. & Mrs. J.  
 Musgrave, Mrs. Wooley, J. W.  
 Noble, A. P.

## VISITORS AT THE HONGKONG HOTEL.

Abercrombie, Mrs. and Kirkwood, J.  
 family  
 Airey, Staff-Paymaster  
 and Mrs.  
 Bailey, W. S.  
 Ballin, Mr.  
 Baring, Mr. Mrs. valet  
 and maid  
 Beihune, G. H.  
 Biddlecombe, Mrs. and  
 Miss  
 Bissell, E. V.  
 Roggan, Mr. & Mrs. R.  
 Bonner, A. E.  
 Bonthwick, Mr. & Mrs.  
 R. W.  
 Bragg, Gen. and Mrs.  
 Brown, W. S.  
 Butler, Miss  
 Chenoweth, Capt.  
 Cole, G. E.  
 Craig, E. E.  
 Craig, H.  
 Crocker, Miss E.  
 Dean, Mrs. F. W.  
 Derbyshire, J. H.  
 Downing, T. G.  
 Edwards, F. W.  
 Ellis, Mr. and Mrs. A.  
 Federor, Mr.  
 Fisher, H. G.  
 Fitzgerald E.  
 Fortis, Mr. and Mrs. J.  
 Garrett, H. G.  
 Gayoso, J. L.  
 George, C.  
 Glover, C.  
 Glueck, E.  
 Godchaux, J.  
 Hallwright, Dr. & Mrs.  
 Hampshire, Mrs.  
 Hanford, H. B.  
 Hanna, W. B.  
 Harpur, Major and  
 Mrs.  
 Hart Buck, Mr.  
 Harvey, R. D.  
 Hayter, A.  
 Hechnut, Mrs. W. T.  
 Heckford, R. G.  
 Hernan, W. J.  
 Heron, Master G.  
 Heron, Mr. and Mrs.  
 Hill, Mr. and Mrs. W.  
 Hill, L. D.  
 Hollingsworth, A.  
 Hooper, Mr. and Mrs. J.  
 Howard, Thos.  
 Hughes, Mrs. and Miss.  
 Jolly, Rev. F.  
 Jaffi, D.  
 Jameson, Mr. and Mrs.  
 Jones, J. W.  
 Joseph, Mr. and Mrs.  
 Katsch, E. A.

## VISITORS AT THE KING EDWARD HOTEL.

Anton, A. S.  
 Borton, L. H.  
 Colls, Miss  
 Elgar, Mr. and Mrs.  
 Ford, W. C.  
 Greig, Mr. and Mrs.  
 Just, Dr. and Mrs.  
 Kofod, Capt.  
 Leeger, C.  
 Little, P. H.  
 Lucas, J.  
 Lucas, Mr. and Mrs.  
 Nicholson, R.N., Comdr.  
 Paton, G.

## VISITORS AT THE CONNAUGHT HOTEL.

Abarod, R. de  
 Albright, Miss H. M.  
 Bangham, W.  
 Beley, H. T.  
 Bliss, C. K.  
 Bolton, Miss K. T.  
 Boyce, W.  
 Brevitt, Mr. and Mrs.  
 Paul and family  
 Campbell, Lieut. J. R.  
 Campbell, Miss B. E.  
 Campbell, S. A.  
 Gholson, M. G.  
 Collinge, Mr. and Mrs.  
 T. E.  
 Denholm, J.  
 Denman, J.  
 Dufour, Mrs.  
 Durham, Miss J. L.  
 Eastwick, Mr. & Mrs.  
 Eastwick, Misses, (3)  
 Elias, A.  
 Eyre, H.  
 Grant, Powell  
 Grossenbacher, L.  
 Gurley, R. B.  
 Hachwood, H.  
 Hemfield, M.  
 Howland, W.  
 Houghton, R.  
 Humphreys, W.  
 Kerr, R.  
 Kiene, Mr. and Mrs. L.  
 Beattie, Andrew  
 Benson, A.P.D., Major  
 and Mrs. H. G.  
 Berkley, H.  
 Berner, Gilbert  
 Bird, R.N., Surgeon &  
 Mrs. J. W.  
 Brimban, Ralph A.  
 Brayne, H. F.  
 Brown, H. A. W.  
 Brown, W.E., Col. L. F.  
 Brusse, George.  
 Bryson, A.  
 Chapman, Mr. & Mrs.  
 Clark, W.  
 Cockell, Edgar  
 Cockell, Mrs. E. and  
 child  
 Domnich, W.  
 Fenier, A.P.D., Col. and  
 Mrs. C. H.  
 French, A.S.C., Major  
 G. A.  
 Gibson, Dr. Robert  
 Grant, G. C. Lindsay  
 Gros, Mr. & Mrs. E. F.  
 Hamilton, Maj. A. B.  
 Hardy, Lieut. Comdr.  
 Ernest C.  
 Hardy, Mrs.  
 Hebdon, S.  
 Henry, James

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Andrew  
 Benson, A.P.D., Major  
 and Mrs. H. G.  
 Berkley, H.  
 Berner, Gilbert  
 Bird, R.N., Surgeon &  
 Mrs. J. W.  
 Brimban, Ralph A.  
 Brayne, H. F.  
 Brown, H. A. W.  
 Brown, W.E., Col. L. F.  
 Brusse, George.  
 Bryson, A.  
 Chapman, Mr. & Mrs.  
 Clark, W.  
 Cockell, Edgar  
 Cockell, Mrs. E. and  
 child  
 Domnich, W.  
 Fenier, A.P.D., Col. and  
 Mrs. C. H.  
 French, A.S.C., Major  
 G. A.  
 Gibson, Dr. Robert  
 Grant, G. C. Lindsay  
 Gros, Mr. & Mrs. E. F.  
 Hamilton, Maj. A. B.  
 Hardy, Lieut. Comdr.  
 Ernest C.  
 Hardy, Mrs.  
 Hebdon, S.  
 Henry, James

## VISITORS AT CRAIGIEBURN.

Beavis, O. E. H.  
 Clutton, Mrs. and child  
 Hett, F. P.  
 Dann, Mr. and Mrs. Lambelle, Lieut. and  
 G. K.  
 Denison, A.  
 Denison, Mrs. A.  
 Harvey, Lieut.  
 Mrs. J. S.  
 Boanet, Mr. and Mrs. Russell, J. S.  
 Gerard, Capt.  
 Key, Dr.  
 Penaro, T.

## VISITORS AT THE QUEENS HOTEL.

Boanet, Mr. and Mrs. Russell, J. S.  
 Gerard, Capt.  
 Key, Dr.  
 Penaro, T.

## WEATHER-FORECASTS AND

## STORM-WARNINGS ISSUED

## FROM THE HONGKONG

## OBSERVATORY.

## METEOROLOGICAL SIGNALS.

## Meteorological signals are hoisted on the

## mast beside the Time-ball at Kowloon Point

## for the information of masters of vessels leaving

## the port. They do not imply that bad weather

## is expected here:—

## A DRUM indicates a typhoon to the East-

## ward of the Colony, (i.e., in the East

## quadrant, N.E. to S.E.)

## A BALL indicates a typhoon to the West-

## ward of the Colony, (i.e., in the West

## quadrant, S.W. to N.W.)

## A CONE Point Upwards indicates a typhoon

## to the Northward of the Colony, (i.e., in

## the North quadrant, N.W. to N.E.)

## A CONE Point Downwards indicates a ty-

## phoon to the Southward of the Colony,

## (i.e., in the South quadrant, S.E. to S.W.)

## Red Signals indicate that the centre is belie-

## ved to be more than 300 miles away from

## the Colony.

## Black Signals indicate that the centre is be-

## lieved to be less than 300 miles away

## from the Colony.

## NIGHT SIGNALS.

## Two lanterns hoisted vertically indicate bad

## weather in the Colony and that the wind

## is expected to veer.

## Two lanterns hoisted horizontally indicate

## bad weather in the Colony and that the

## wind is expected to back.

## The signals are repeated on the flagstaff of

## the Godown Company at Kowloon, and also,

## by day only, at the Harbour Office and on

## H.M.'s Receiving Ship.

## LOCAL STORM-WARNINGS.

## The Colony itself is warned of approaching

## typhoons by means of the Typhoon Gun placed

## at the foot of the mast, which is fired whenever

## a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

## Notice boards are placed at:—

## Joint Cable Companies' Office.

## Ferry Company's Pier, Ice House Street.

## Blake Pier.

## Post Office.

## Harbour Office.

## Office of the Wharf &amp; Godown Company,

## Kowloon.

## WEATHER-FORECASTS AND STORM-

## WARNINGS are exhibited on the above boards

## daily about 11 a.m., and also at other hours,

## day or night, whenever necessary. Informa-

## tion of importance is also issued by "Express."

## THE CHINA COAST METEOROLOGICAL

## REGISTER is exhibited at the same places daily

## about noon. It contains observations made at

## Hongkong and at a number of stations in the

## Far East, together with Remarks, Weather-

## forecasts, and information regarding the exist-

## ence and movements of typhoons based thereon.

## THE LAW OF STORMS.

## Further information concerning the weather

## to be expected while signals are hoisted, and

## sailing directions, are given in "The Law of

## Storms in the Eastern Seas."

## F. G. FIGG,

## Acting Director.

## Hongkong Observatory, 24th July, 1902.

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(APRIL 1st.)

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	LATEST QUOTATION.
BANKS.			
Hongkong and Shanghai Banking Corporation	\$ 125	{ Div. of £1.10/- and bonus of 10/- @ 1/7 = \$35.26 for half-year ending 31/12/1902 }	\$690 sellers
National Bank of China, Limited.	£ 8	{ 3/11 on A. shares for 1902 \$1.95 on B. shares for 1902 None on Founder shares }	\$25 \$10
Do. Founders...	£ 1		
MARINE INSURANCES.			
Union Insurance Society of Canton, Limited	\$ 100	60 per cent. = \$30 per share for 1901	\$335
China Traders' Insurance Company, Limited	£ 25	15% = \$1 for year ended 30/4/1902	\$60
North China Insurance Company, Limited	£ 25	Final of 4% making in all 8% for 1901	Taels 200 sales
Yangtze Insurance Association, Limited	\$ 60	20% = \$12 for 1900	\$140 buyers
Canton Insurance Office, Limited	\$ 50	28% = \$14 per share for 1901	\$162 1/2 buyers
FIRE INSURANCES.			
Hongkong Fire Insurance Company, Limited.	\$ 50	\$22 1/2 per share for 1901	\$307 1/2
China Fire Insurance Company, Limited	£ 20	\$6 per share for 1901	\$82 buyers
SHIPPING.			
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$1 1/4 for half-year ending 31/12/1902	\$38
Indo-China Steam Navigation Company, Limited	£ 10	Fin. of 12/- making £1 per share for 1901	\$100 sales
China and Manila Steamship Company, Limited	£ 25	10% for 1900	\$27 buyers \$2 buyers
Douglas Steamship Company, Limited	\$ 50	{ Div. of \$3 per share for year ended 30/6/1902 \$1.20 30 cts. = 12% for year ending 30/4/02 }	\$43 \$27 buyers \$15
"Star" Ferry Company, Limited	\$ 5		
"Shell" Transport and Trading Company, Limited	£ 1	2nd Interim of 9d. making 2/- for 1901	£1 7/16
Shanghai Tug Boat Company, Limited	Taels 100	3rd Interim of Tls. 5 for 1902	Taels 340 buyers
Taku Tug and Lighter Company, Limited	Taels 50	Final of 5% making 7% for the year	Taels 53
Shanghai Cargo Boat Company, Limited	Taels 100	Interim of 6% for 1901	Taels 175 buyers
Co-operative Cargo Boat Company, Limited	Taels 100	Interim of 6% for 1902	Taels 175 buyers
REFINERIES.			
China Sugar Refining Company, Limited	\$ 100	Fin. of \$7 making \$12 for 1901	\$107 sales
Luzon Sugar Refining Company, Limited	\$ 100	\$3 per share for 1897	\$12
Perak Sugar Cultivation Company, Limited	Taels 50	Fin. of 7% making 12% for the year	Taels 70 sellers
MINING.			
Punjom Mining Company, Limited	\$ 10 1/2	None	\$3 1/2 buyers
Punjom Mining Preference Shares	\$ 1	None	60 cents sellers
Société Française des Charbonnages du Tonkin	Francs 250	Int. of Frs. 30 per share for 1901	\$600 sellers
Jebeu Mining and Trading Company, Limited	£ 5	5% for 1-year end. 31/7/94 (Coupon 9)	\$1 buyers
Raub Allain Gold Mining Company, Limited	£ 18s. 10d.	No. 12 of 1/- per share	\$8 sellers
Chinese Engineering & Mining Company, Ltd.	£ 1	7 1/2% = 1/6 per share (Coupon No. 1)	Taels 8 sellers
DOCKS, WHARVES AND GODOWNS.			
Hongkong and Whampoa Dock Company, Limited	\$ 50	{ Div. of 10% and bonus of 2% for half- year ending 31/12/02 }	\$213 buyers
S. C. Farham, Boyd & Co., Ltd.	Taels 100	Interim of Tls. 7	Taels 192 1/2
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	Final of \$2 1/2 making \$4 1/2 for 1902	\$94 buyers
New Amoy Dock Company, Limited	\$ 6 1/2	\$2 1/2 for 1901	\$39 buyers
Shanghai and Hongkong Wharf & Godown Company, Limited	Taels 100	Final of Tls. 12 making Tls. 18 for 1902	Taels 305 sales
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan and Mortgage Company, Limited	\$ 10	8% = 80 cents per share for 1902	\$9.85
Hongkong Land Investment and Agency Company, Limited	\$ 100	Final of \$6 making \$12 for 1902	\$175 sales
Kowloon Land and Building Company, Ltd.	\$ 30	\$2.30 per share for 1902	\$40 buyers
West Point Building Company, Limited	\$ 50	Final of \$1.60 making \$3.10 for 1902	\$55 buyers
Hongkong Hotel Company, Limited	\$ 50	\$6 for 2nd half-year making \$12 for 1902	\$143 buyers
Oriente Hotel Company, Limited (Manila)	\$ 50	8% = \$4 for half-year ending 31.12.1900	\$27 1/2
Astor House Hotel Co., Limited (Shanghai)	Taels 25	15% for half-year ending 31.12.01	\$30 sellers
Hotel des Colonies Co., Ltd. (Shanghai)	Taels 25	First year	Taels 17 buyers
Queen's Hotel (Wei-hai-wei)	Taels 25	First year	Taels 25
Humphreys Estate and Finance Company, Limited	\$ 10	9 per cent. for 1902	\$12.15 buyers
Shanghai Land Investment Company, Limited	Taels 50	Interim of 6% for 1902	Taels 114 sellers
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	Final of 60 cents making \$1 per share	\$17 sellers
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	3% for period ended 31.10.97	Taels 38 1/2 sales
International Cotton Manufacturing Company, Limited	Taels 100	Interim of 4% on account of 1898	Taels 38 buyers
Lao-tung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Int. div. of 4% on acct. of 1898 on 6,000 shares	Taels 40 buyers
Soy Chee Cotton Spinning Company, Limited	Taels 500	4% for period ended 31.12.00	Taels 160
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Limited	\$ 500	25% for year ending 30.6.1900	\$350 buyers
Philippine Tobacco Trust Co., Limited	\$ 50	None	\$18 sales
Shanghai-Sumatra Tobacco Company, Ltd.	Tls. 20	{ Final of Tls. 2.60 making Tls. 4.60 for the year }	Taels 55 sellers
MISCELLANEOUS.			
Green Island Cement Company, Limited	\$ 10	12% = \$1.20 per share for 1902	\$22 buyers
China-Borneo Company, Limited	\$ 12	First year	\$7 buyers
A. S. Watson & Co., Limited	\$ 10	Interim of 5% for 1902	\$14 buyers
Watkins, Limited	\$ 10	90 cents per share for 1901	\$87 buyers
Hongkong Electric Company, Limited	\$ 10	80 cents for year ending 30/4/1901	\$14 sellers
Hongkong Electric Company, Limited	\$ 5	40 cents for year ending 30.1.1902	\$7 buyers
Hongkong and China Gas Company, Limited	£ 10	10% div. and 1% bonus for 1901	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$10 for 1902	\$110 buyers
Geo. Fenwick & Co., Limited	\$ 25	15 per cent. = \$3.75 for 1901	\$47 buyers
Hongkong Ice Company, Limited	\$ 25	Final of \$12, making \$16 for 1902	\$228
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$18 for year ending 31.11.1901	\$327
Dairy Farm Company, Limited	\$ 6	75 cents for year ending 31.7.1901	\$11 buyers
Hongkong and China Bakery Company, Limited	\$ 10	5 per cent. = \$1 for 1901	\$24 1/2 buyers
Campbell, Moore & Co., Limited	\$ 10	Div. of \$2 1/2 for 1902	\$35 buyers
Bell's Asbestos Eastern Agency, Limited	£ 12s. 6d.		\$21 sellers
United Asbestos Oriental Agcy., Limited	\$ 20	80 cents per share	\$81 sellers
Do. Founders	\$ 20	\$19.80 per share	\$155
Universal Trading Co., Limited	\$ 10	Interim of \$1.20 per share	\$22 buyers
Hongkong Steam Water-boat Co., Limited	\$ 10	Final of 6% making 12% for the year	\$11 1/2 buyers
China Light and Power Co., Limited	\$ 20	None	\$14
Robinson Piano Co., Limited	\$ 50	5% = \$2 1/2 for half-year 1901	\$50
Manila Investment Co., Limited	\$ 50	None	\$15 buyers
William Powell, Limited	\$ 100	Final of 50 cents making \$1 per share	\$10 buyers
Maatschappij tot Mijl., Bosch-en Landbouw exploitatie in Langkat	Guilders 100	2nd Interim Dividend of Tls. 7 1/2 per share	Taels 360
Telegraphic Address—"Rialto."			
Telephone No. 148.			
P. O. Box No. 111.			
BENJAMIN, KELLY & POTTS, Share Brokers.			



SALE  
OF  
MUSLINS.

April 1st to 30th.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,  
Haberdashers and General Outfitters.

SALE  
OF  
SILKS.

April 1st to 30th.

Sale! Sale!! Sale!!!

FOR ONE MONTH ONLY.

APRIL 1st to 30th, 1903.

GOODS REDUCED BELOW COST.

THE WHOLE OF OUR STOCK OF SUMMER MUSLINS, PRINTS, SHIRTINGS, PRINTED  
SATEENS, SILKS, FANCY FLANNELS, CASHMERES, ETC., ETC.

MUST BE CLEARED TO MAKE ROOM FOR NEW STOCK.

Note Our Prices!

Note Our Prices!!

MUSLINS.	
PRICE.	SALE PRICE.
\$1.00	\$0.50
.90	.20
.85	.40
.75	.25
.50	.10

SILKS.	
PRICE.	SALE PRICE.
2.90	1.90
4.00	2.50
1.50	.60
2.00	1.00
3.25	2.00
2.50	1.25

DRESS GOODS.	
PRICE.	SALE PRICE.
3.25	2.00
3.00	1.00
2.00	.75
2.25	1.25
2.50	1.25
1.75	.50

SHIRTINGS.	
PRICE.	SALE PRICE.
\$0.75	\$0.25
.35	.15
.35	.10
.25	.10
.45	.20

FLANNELS.	
PRICE.	SALE PRICE.
1.50	1.00
1.25	.65
1.00	.65
.75	.45
1.50	1.00

WHITE DRESS GOODS.	
PRICE.	SALE PRICE.
1.50	.50
1.90	1.00
1.85	1.00
2.00	1.25
1.75	.25
1.25	.50

WE INTEND TO MAKE THIS A RECORD SALE AND HAVE REDUCED NO LESS  
THAN **850 PATTERNS** OF VARIOUS PIECE GOODS WHICH HAVE BEEN MARKED FAR  
BELOW COST AND WILL BE WORTH KEEPING SHOULD YOU NOT WANT THEM  
FOR IMMEDIATE USE.

THIS OFFER WILL LAST FOR ONE MONTH ONLY. DO NOT MISS YOUR  
OPPORTUNITY. ABSOLUTELY NO DISCOUNT, CASH WITH ORDER.

Note the Address

WM. POWELL, LTD.,

First Floor Upstairs

OPPOSITE POST OFFICE.

34, QUEEN'S ROAD,  
HONGKONG.

R. G. HECKFORD,  
MANAGER.

March 30th.